

May 23, 2000

MEMORANDUM FOR RECORD Tri-annual Malfunction Review and Analysis Board

SUBJECT: Minutes

1. CW 5 Art Waldo USA QMC&S ADFSD convened the board and welcomed all for the USA QMC&S and ADFSD.
2. AF MSG Al Wagner made administrative remarks, had all attendees introduced themselves. He emphasized the purposes of the board are; to pass along technical and logistical information to make units more productive and efficient, improve joint relations through dialogue, share information, and to reduce the malfunction rate through analysis and education.
3. CW5 Art Waldo announced a change of format for the board. Issues and Taskers would be first on the agenda with updates and answers.
  - MC1-1C, closed. CW3 Leo Venckus of SBCCOM, Natick clarified the MC1-1C issue by giving some history. The parachute was developed to give a slower rate of descent from higher altitudes. The record shows that it delivers the jumper and his equipment safely, although sustaining some damage. In response to concerns that we take this damage too lightly, Natick investigated the issue. Even in the design of the parachute, it was known that at such drop altitudes, airspeeds, and weights, damage would occur. Units must demand a redesign of the parachute if it can be agreed upon that the repair costs are unacceptable. It is widely accepted, however, that the MC1-1C safety and effectiveness are unassailable.
  - MC-4 retainer bands, open, waiting on 18 MX SQ Kadena to send sample to Natick
  - C-17 TRM links (H-blocks), interim policy closed, 70 have been delivered to the army for CONUS units, 7 to units in Europe. Assignment of NSN Open, waiting on USAF C17 SPO.
  - Type IV link removal from the field, Open, impact being staffed by AAACO, ADFSD and Natick. Do not deviate from the specific rigging manual's instructions at this time.
  - MRB findings, closed, a DTOLMS format (Doctrinal, Training, Organizational Leader Development, Material, and Soldier) will emphasize will be used for capturing and reporting malfunction findings up the chain of command. We will be some time ironing out the details.
4. MSG Dwayne Adkins, AF liaison, Natick, briefed future developments by PM Solider Support:
  - Universal Static Line – operational testing is nearly complete, seeking contracts for production.
  - Dual Row airdrop still in development testing, looking at 18 ft platform for better CB characteristics, and outriggers to help prevent rollovers.
  - ATAPS (advanced tactical parachute system)- four companies are competing for the contract.
  - EPJS is in operational testing, type classify to follow shortly.
  - Enhanced Container Delivery System, using existing or modified components for 500 ft AGL and lower drops, is in early developmental stages.
  - Roll-n Roll-off Vehicle Delivery System – will use inflatable cushioning devices to eliminate honeycomb and decrease extensive derigging. Program in early development.
5. CW 5 Waldo advises the board to see him for MIRPS developments.
6. SFC Vera Sadler, Quality Assurance, Natick advises to send Quality Deficiency Reports (QDR) directly to William Sabanosh (508) 233-6207 comm, 256-6207 DSN, 256-4471 DSN Fax. SFC Sadler's number is (508)233-5920 comm, 256-5920 DSN, and 256-5286 DSN Fax. Her e-mail is vera.sadler@natick.army.mil
  - She advises to use DA Pam 738-750 for instructions for filling out a QDR, and to be sure that the problem is due to a deficiency in equipment, not in procedure. She asks to check that a problem is not already covered by a message.
  - Do not send equipment to Natick unless directed to do so. If sent, keep records of to whom it was sent and when.
  - Repairs done without Natick's authorization will be paid for by the unit.
  - Current QDR contract will repair only the orifice on the MC1-1C only.
  - Section 5 damage is normal for this parachute, and can be repaired at the unit's authorization.
7. SMSGT Cliff Harmon, AMC DOK advises:
  - AF regulations state no personnel or equipment will exit the aircraft until the green light is on. On all jumpmaster directed drops, the green light will be turned on at the 1minute warning. AMC crews are being briefed and reminded.
  - JAI's will not assist in the rigging of airdrop items and then inspect the same item. This violates the basic premise of the intent of the JAI.
  - Use C-17 safety release states you can use the 20-ft static line only. The safety release also states static line requirements for door bundles which is being staffed to state current guidelines.
    - CW3 Venckus offered only those units authorized to use the 20-ft static line should have it or can get it. The boxes the 20' static lines are currently being delivered in have the 15' static line NSN on it.
    - CW2 Haskin's stated he had to cancel a door bundle mission for lack of procedures authorized for C-17 operations.

- CW 3 Kendall stated the Operational Requirement document (ORD) was being amended to include door bundles for C-17 operations to drive a requirement to authorize procedures and equipment
  - -- CW 2 Boehm offered the USL should be included to the ORD for bundles also. The G-14 parachute static line was also identified as a requirement for the ORD.
  - SMSGT Harmon addressed the C-17 troop door fairing problem. The C-17 the fairing has been modified as a smooth surface or uses hydraulic pressure to keep the fairing drifting back and possibly cutting a static line. CW 5 Waldo asks whether these modifications have been done to all aircraft by now and the answer was no. CW-4 Junius requested photos or pictures to clarify what the modification looks like. CW2 Smith inquired a further clarification to identify the changes in case the aircrews couldn't identify the part. SMSgt Harmon stated he would gather further information and disseminate it.
8. CW3 Leo Venckus, SBCCOM, IMMC gave a briefing on the organizational and team assignments of Natick personnel to enable people to communicate and understand the Natick process better.
  9. MSG Al Wagner, HQ AMC Liaison, Ft Lee informed the group of the latest Maintenance Advisory Messages (MAM), and Ground Precautionary Messages (GPM) put out recently.
    - MAM SBCCOM – SSC 00-01 Type V platform information.
    - MAMs SBCCOM 00 00-02 and 00-03 is MC4 packing and maintenance instructions
    - MAM 00-04 is 20-ft static line and deployment procedures
    - MAM 00-05 is a waiver for USMC and Army Special Ops use of the G-13.
    - Advised not to use the TM 10-1670- 296-20& P bolts and nuts to replace the long bolts when the spacers are removed on the EFTC latch adapter link. Newly contracted EFTC assemblies should come with the correct height link bolts without the spacers and will be marked 11-1-3910-2. The bolt will be available soon as a single item NSN so you can remove the spacers.
    - The EFTC latch is available using NSN 1670-01-470-3696 at a cost of about \$450. These are not in stock yet.
    - GPM 99-01 modifications of M-1 release. All M-1s have to be modified and some of the previous modification kits had numerous problems and should be inspected by the GPM criteria. Modification kits are no longer available. You have to buy new parts separately which are now available. The correct clamp, assy, retaining is NSN 1670-01-087-1604. The correct toggle lock slides are NSN 5325-01-087-1605. If you need the movement itself, it is NSN 6645-01-108-3457. All new M-1s in stock should already be modified.
    - Follow approved aircraft procedures when dropping CRRC's. Rig boat and personnel static lines IAW aircraft procedures. Both the personnel and CRRC static lines are hooked up to the same anchor cable.
    - EFTC cable cotter pins are available. Replace any broken during inspection. NSN 5315-00-839-2325.
    - FM 10-500-2/TO 13C7-1-5 is being extensively revised. Send concerns and comments to [mcbrider@lee.army.mil](mailto:mcbrider@lee.army.mil)
    - Ft Lee's website URL address has changed. It is [quartermaster.army.mil](http://quartermaster.army.mil) not [lee.army.mil](http://lee.army.mil). Change this on all addresses stored in your computers that you use for reporting and receiving your information. Don't depend on the system to do automatic corrections
    - Developments underway in the Operational Support and Cost Reduction (OSCR) area of Natick
      - Fluorocarbon treating of suspension lines too increase service life.
      - Enhanced 15-foot extraction parachute Tow tests for longer service life.
      - G-11 parachute wide cloth applications.
      - Absorb edge webbing for type XXVI slings, to resist cutting and abrasion.
  10. CW 5 Waldo states that the FF-2 is being taught in MTT status by ADFSD until Feb 01.
  11. In attendance were 148 personnel were in attendance and 56 malfunction reports were reviewed.
  12. POC for this Triannual Malfunction Review and Analysis Board is Roger Hale at DSN 687-4769.

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Arthur L. Waldo  
 CW5, QM  
 Master Airdrop Systems  
 Technician